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tion.

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POETRY.



BY GEORGE D. PRENTICE.

Tuy life is in its day-spring hues, And joy and hope are round thee; And Beauty's flowery coroun!
With light and love has crowned thee There is no cloud upon the sky, That bends above thy path—the air With kindest touch breathes gently by
Thy check, and leaves its incense there.

And lady-bright-be ever bright Thy premise of the morrow;
Thine be the day spring of the heart,
Without its night of sorrow; And, if the storms of life shall shroud Thy skies, so beautiful and fair, May love's bright sun but touch the cloud, And leave the rainbow glittering there.

DEATH.

Ye may twine young flowers round the sanny deck for the festal daya is the shadow that waves o'er them now, And their beauty has withered away. Ye may gather bright gem' for glory's shrine,

Afar from their cavern home— Ye may gather the gems—but their pride is mine. They will light the dark cold tomb.

Thy warrior's heart beats high and proud, I have laid my cold hand on him; And the stately form hath before me bowed,

And the flashing eye is dim.

I have trod the banquet room alone—
And the crowded halls of mirth.

And the low deep wail of the stricken one Went up from the festal hearth.

I have stood by the pillared domes of old, And breathed on each classic shrine And desolation gray and cold Now marks the ruins mine.

I have met young Genius, and breathed on the That bore his mystic trace— [brown And the cheek where passion was wont to glow It wrapt in my dark embrace.

They tell of a land where no blight can fall, Where my rathless reign is o'er --Where the ghastly shroud, and the shadowy pall Shall wither the soul no more. They say there's a home in you blue sphere,

A region of life divine; But I reck not-since all that is lovely here,

The beauty of earth-is mine. BHSUZLLANEOUS,

faces put on against the Captain who may side by side. be so unfortunate as to have a 'blow-up' in

STEAM-BOAT RACING.

an unworthy pride, is almost a demon .- off from the Ohio to obtain wider space for to bring the companies, in whose hands are istration of this Department. A number of press comes down en masse upon the puor Ohio steered closer to the shore. We came act in ences with each other, and with the in the Northern and Eastern States, and rai-wretch who may chance to be captain, and near the town—infensity of interest now Department, by which means two-daily sed a large sum of money, for the purpose without benefit of clergy. And yet in most instances the captain is

the most innocent man on boat the one have blunted the sword of the before-men- on all she'll bear." tioned counsellor. We will relate an anecdote in which we were concerned, to show the ignorout how a race is got up and came to her-closer-closer!

to whom the blame belongs.

We were to go from New York to Albany, tain—"bear off!" in the summer of 1830, and in the morning of a most beautiful day we stepped on board the North America. Competition had re- we turned at all. . Then there was a crash of this important muil. Although the agent S. C. and to ensure the safety of the duced the price of a passage, and of course increased the number of passensers, and shouts. All the wheel house of the Ohio zeal and ability, his efforts were almost the place agreed to retain them in his office our boat was crowded. Soon the noble ves- was torn away, and we went up triumph- wholly fruitless. sel, that skims the waters like a floating antly to the wharf. palace, departed majestically from the wharf. At almost the same moment, the Ohio of equal size and beauty, left a neigh- endangering the lives of his passengers. horing slip, bound on the same course. As we went rapidly up the river, our passengers were engaged in watching the progress of our majestic competitor, as a little ustern of us, she proudly cut through the waters, her wheels leaving behind them a long line of foam and troubled waters, her pipe belching out thick black smoke, and her decks covered with a dense multitude. Soonshe perceptibly gained on us, and she was only half her length in our rear. Now the enriesity of the thronging crowd around us began to be somewhat excited, and questions and answers went round as to the probable comparative speed of the boats-and what would be the result should there be a trial of speed. When almost abreast of us the interest grew stronger-we began to feel ourselves concerned in the honor of the boat in which we were, a vague sensation that we should be disgraced if she were beaten, made our eyes more intent on our competitor, and a glow of excitement to crimson

our cheeks. All this while, our Captain was quietly cupled in his duties. Occasionally he aned a glance from the corner of his eye at the Ohio, but halted not an instant from

THE SOUTHERN TELEGRAPH his occupations. A battery was soon opened upon him from the now excited passen-

> "Captain," cried one, she's going ahead "Can't help it sir-I've nothing to do with

"Captain," says another, "don't for heaven's sake let her beat. Put on the steam. "Can't sir, and won't sir. I've responsibility enough now on my shoulders without running any risk."

"Captain," screams one from the upper the steam!"

"Captain," comes a voice from the bows "on with her! on with her! Hurrah for the North America! Put on the steam!" Creation-how they go a-head!"

At this moment a loud echoing "Hurrah !" came to our ears from the other boat and a hundred hats were waving in the air. The Captain could'nt quite stand that, and adversary, a loud, long shout burst from our anxious crowd!

"That's it! that's it! go a-head! On with shout.

We fell fast in the rear-vexation and dis- others. appointment were visible on the countenancosof all-and a second shout rung like a this, however, moved not our commanderthough it was a hard shot to withstand; but king trumpet, crossed the waters-

rascals laugh.

for a moment, and the cause was soon exand mounting the wheel-house, roured(out, have sunk a moderate sized steamer-

miles below!',-then turnining round, he pied in transmitting a mail from Washington doubled his fist and exclaimed-"Bywe'll heat 'em!"

"Now came the tug of war." Our ex-

can risk the lives of so many fellow beings ges to contend with-but still he was resolto gratify a feeling of revenge or to sustain ved. When within a few miles, he stood New York, the undersigned made an effort A new question has arisen in the admin-Does an accident happen from racing !- the action. His aim was observed, and the means of conveyance on the great line, to individuals have established an association were he to be tried by a jury of his count plade the parties still as death-almost the men, he would be condemned to be hung breathing was suspended-nothing could be forming the trip each way, and conveying in the Southern States." One of the means heard, but the creaking of the heavy machi- passengers from city to city, in about twen- resorted to has been the printing of a large

We went like lightning towards the same

point with our rival. Nearer-nearer we "You,ll strike us," shouthed-our rival Cap-

It was too late-crack we came together

The next day the papers were unanimous that Captain-

From the Natchez (Miss.) Courier, of Jan. 8. TEXAS.

Texus. The Texas committee of this city, from city to city. presented them with the balance of funds in ham, John Smith, Daniel Smith, Jacob Ra- \$3,000 for a second. der, John W. Robinson, Wm. C. Svpert, uel B. Bradley, Andrew J. Bosworth, John one daily mail, and \$3,000 for a second. Rood, George Long, Simon Ford, Fielding Deadrick-from Nushville to Texas.

Hints to Parents .- A modern writer has remarked, that a child that is much danced many more ideas than one that is kept by a be abla to talk nonsense in abundance.

For a fit of passion walk out into the open air you may speak your mind to the winds, with-out burting any one, or proclaiming yourself a

DOCUMENTS CCOMPANYING THE PERSONNEY'S MESSAGE AT THE

[CONCLEDED.]

The multiplication of Railroads will form a new era in the mail establishment. They must soon become the means by which the mails will be transported on most of the great lines of intercommunication, and the undersigned has devoted some attention to the deck, the Ohio'il beat. Go ahead! Put on devising of a system which shall render the change most useful to the country.

The cities and large towns on the great lines constitute centres from which the mails diverge to pervade and supply the surrounding country. All these points, generally, are the distributing offices. The great whole will evidently be most speedily and effectually served, by causing the mails to pass with all possible expedition, by night he winked to the engineer. Our speed sud- and by day, along the main lines, through denly increased, and as we gained on our these numerous centres, stopping for no local objects, and pausing at the distributing her! Now we're even with her-we're a. must be made after the great mail has pass- improvements, by private companies, have head!-give her another pealer?" And ed on, by means of coaches, stages, or other maifested themselves in other quarters. thereupon our deck resolunded with another vehicles, and horses, as the interests of the The Boston and Providence Railroad Com-This was not lost on the Ohio. She evidently put on more steam, and puffing and blowing, began to regain her advantage.—

require. Or, if any intermediate offices be two dairy mans between those supplied by the railroads, it should be only bracing the New York staemboat mail, for where the cars stop, unless a mode of expectations are supplied by the railroads, it should be only bracing the New York staemboat mail, for \$2000 a year, being at the rate of about \$25000 a year, being at the rate of about \$25000 a year, being at the rate of about \$25000 a year, being at the rate of about \$25000 a year, being at the rate of about \$25000 a year, being at the rate of about \$25000 a year, being at the rate of about \$25000 a year, being at the rate of about \$25000 a year, being at the rate of about \$25000 a year, being at the rate of about \$25000 a year, being at the rate of about \$25000 a year, being at the rate of about \$25000 a year, being at the rate of about \$25000 a year, being at the rate of about \$25000 a year. The battery No. 2 was opened on the Cap- changing mail-bigs, without stopping, can \$25 per mile for a single mail and a contain. He withstood it manfully for a time, be introduced for the accommodation of tract has been authorized.

The means of transportation between soon after, a stentorian voice through aspea- ed in passing from Washington to Baltimore, mails for \$200. by the railroad, is but two and a half hours. "Captain —, when shall we say you'll To pass from Baltimore to Philadelphia by be in at Albany?" and we could hear the steamboats and the Newcastle and Frenchsteamboats and the Newcastle and French- the mail three times a week, from Norfolk town railroad, requires about nine hours .- to Halifax, N. C., a distance of ninety miles, Our veteran's calanness was altogether From Philadelphia to New York, by the for the compensation paid the former conboats occupies about eight hours, from New mail to be conveyed on their road as far as plained by a more violent dashing of the Work and Providence about fifteen hours; completed, wheels—then he raised his own trumpet, and from Providence to Boston, two and a The Tescumbia, Courtland, and Decature half hours. The travelling hours from Rail Road Company, have offered to carry prefacing his speech by an oath that would Washington to Biston, are about thirty-sev- the mail, three times a week, on their road. en. Allowing half an hour at Baltimore, at the lowest rate of post coach tranportation "Don't cry before you're hurt .- When I Philadelphia, New York and Providence, in the Southern States, which amounts to get in I'll tell 'em 'spoke the Ohio about ten each, for exchange of mails, the time occu- about \$26 per mile.

to Baston would be 38 hours actually counted the revolutions of the hours. New York will soon be connected Department for the latter. Ohio's wheels. Away-away-we went, with Boston by similar roads, when the Referring to the instructions given to his both the boats coming nearer and nearer time occupied between them will not exceed Agent, for his furtherviews in relation to the each other. Soon we were within speaking fifteen hours. So that when a railroad line railroad companies, the undersigned submits distance, and taunts and sarcasms were han- from Washington to Boston shall be comple- the question to your disposition, and will aded from deak to deck. Now it seemed as tod a mail may pass from the one to the old- wait the instructions of Congress as to the if we might have jumped from one boat to er in thirty four hours at most, and probably course heretofore to be pursued with these the other. The framing eddies from the in a few years, from the progressive im- companies, and other monopolies of like wheels met and mingled in mad tumult, as provements of locomotives in less than 30 character, in contracting with which the

sible expedition between Washington and ing then been anticipated. bry and the dashing of the wheels. A ty-three hours. The effort failed in conse-growd of curious citizens soon lined the quence of the very heavy compensation as-

on the line whether finished or not, with a mails. view to ascertain whether any reasonable arrangements could be made with them, our prow struck her wheel house before present or prospective, for the conveyance citement arose, particularly in Cl of wood, and screams and outcries and mad performed the service with distinguished

ought to be tried for ed \$10,000, or about \$250 per mile, merely which the Postmaster General had no legal to haul one daily male from dopot, to depot, authority to instruct him. The question a- is believed to have produced the effect of

Seventeen emigrants from Nashville, Philadelphia, demanded \$30,000 or up- General possessed no logal authority to give enactments, the use of the mails, as a means Tenn. left here yesterday, on their way to wards of \$320 per mile, to haul one daily instructions on the subject; but as the under. of evading or violating the constitutional

The company owning the Camden and their hands, \$100. The names of the emi- Amboy road, demanded \$20,000, or near not hesitate to say so Important principles which, it appears to the undersigned, may grants follow: Hugh M. Swift, H M. Den- \$300 per mile, for one daily mail, and are involved in this question, and it merits be submitted to Congress, upon a statement

The compaines composing the upper line Wm. A. Ravey, Geo. M. Deadrick, Jame through New Jersey, demanded \$23,000 for B. Buttersworth, Stillford C. Edwards, Beth- about \$250 per mile, for the conveyance of

Aware that the Committee on Post Offices and Post Roads of the House of Representatives, had the subject of the transportation of the mails on railroads under consideration the States have in slaves, is one of them .- tion of the financial branch is neither convenremarked, that a child that is much danced at the last session, and had unanimously about and talked to by a lively nurse, has proposed to restrict the Department to sev-what soever, over slavery in any other state, er it be constitutional. many more ideas than one that is kept by a silent and indolent person. A nurse should be abla to talk nonsense in abundance.

It is not convenient, because it imposes on the Postmister General, whose administration is own borders. On this subject, manded disproportionate to the service, and therefore, if this view be correct, the states trative duties are sufficient for any one man ors as to salaries, with eight clerks each, a wholly unreasonable, the undersigned de- are still independent, and may fence round the responsibility of settling near fifty thoutermined not to accept any of the proposi- and protect their interest in slaves, by such sand accounts annually, and dishursing up- in the other Departments; twevie clorks for tions. To leave no means unessayed, how- laws and regulations as in their soveriegn wards of two million of dollars.

ever, to form a satisfactory arrangement, he will they may deem expedient.

It is not sate, because the en

promptly declined.

the prices demanded by these companies, unless directed to do so by those who have nation, calculated to produce discontent and the constitution requires that "no money a right to control him. He will somer put rebellion, their conduct would be good ground shad be drawn from the Treasury, but in post coaches, or mail wagons on the old for complaint on the part of that nation; and consequence of appropriations made by law, roads, and run them there until public opin-in case it were not repressed by the United ion, or the voice of superior authority, induc-States, might be, if perseveringly insisted the Government are first paid into the Treues the associations, which have been per in, just cause of war. The mutual obligamitted to monopolize the means of speedy tions of our several states to suppress attacks from the People in postages, amounting now conveyance on these routes, to abate in by citizens on each others' reserved rights to more than \$3,000,000, ever appears upon their items. To enable you to present the and interests, would seem to be greater, bewhole subject to the legislative body, a copy cause, by entering into the Union, they have without appropriation. If so large a revenof the instructions to the agent, and his correspondence with the companies, and the nations wholly independent.

Whatever claim may be set up ment with them, is herewith aubmitted.

The undersigned is happy to state, that indications of a spirit more in accordance with the great object of public accommdaoffices only long enough to exchange mails. Ition, which has induced the Legislature of The distributions through the country around the States to sanction the construction of the Department and the country may mutually pany have intimated a willingness to carry

The New Jersey Railroad Company, whose road, when completed will extend Washington and Buston, are now so com- from Jersey City to New Brunswick have peal of victory from the other boat. Even plete, that the system might be advantage- officed to carry the great mail from New ously introduced, at least during the season York along their road, one year at \$100 per of steamboat pavigation. The time occupi- mile, or four years at \$150, and to carry two

The company owning the Portsmouth and Roanske road have contracted to carry

It is conceded that the mail carried on all these roads, except the New Jersey This is the speed of present conveyance. road, are much less than the great mail be-In the course of next year it is expected that tween Washington and New York; but they citement amounted almost to agony. To Bultimore and Philadelphia will be connect probably bear a greater proportion to that beat was all we thought of. The boilers' ted by railroad, when the time occapied in mail than the compensation asked for the bursting we should have laughed at-we passing from city to city will not exceed six former service, does to that offered by the

if they participated in the struggle—now one boat appliaded a witty speech from one Within the quarter of the Union embrac spirit of moderation superinduced by an ac-How much is said of steam-boat racing! of its own party - now a rour issued from its ed in the recent letting of contracts, there live competition. Indeed, the Post Office How many hard words are spoken and long rival at the answer. But the vessels kept are several railroads. Some of them made law, so far as it relates to the advertising and no offers and the rest demanded prices far be: making of contracts, is predicated upon the We were both to stop at _____, and our youd the usual cost of transporting the mails expectation that there would be a general consequence of a trial of speed. He is Captain swore he'd get in first, for that he on the same routes heretofore, and beyond competition for them, and does not provide considered by some a murderer, by others considered the point of victory. He was what was asked by individual citizens .- for cases where the Department has to deal as worse than mortal-for say these, he who on the outside, and therefore had disadvan- Anxious to give the mails the greatest pos- with monopolies, no such state of things hav-

mails might be run through that line, per- of effecting the immediate abolition of slaves who wields the weapon of his judgment to the way of the weapon of his judgment to the weapon of of their own and the public interests, and to ed men, and produce discontent, assassinaabate materially in the amount of their de- tion, and servile war. These they attempmands, the undersinged sent his chief clerk ted to disseminate throughout the staveholdto confer with the manager of all the railroads ing States, by the agency of the public

> As soon as it was ascertained the mails contained these productions, in its progress Southward, the postmaster at until he gould obtain instructions from the The company owning the rail road be-reen Washington and Baltimore, demand-he was informed, that it was a subject upon quences produced by that very agency. tween Washington and Baltimore, demand- he was informed, that it was a subject upon without other responsibility, and \$14,000 gain came up from the Postmaster at New York, who had refused to send the papers circulation to obnoxious papers in the South-The companies owning the several rail- by the steamboat mail to Charleston S. C. ero. States. Whether it be necessary more roads now constructing from Baltimore to He was also answered, that the Postmaster effectually to prevent, by the legislative signed had no doubt that the circumstances laws of the States in reference to this porjustified the detention of the papers, he did tion of their reserved rights, is, a question the grave consideration of all departments of the facts, and their own knewledge of the of the Government.

erty, or domestic police, of a foreign nation. or order, without other safeguards than the The undersigned does not intend to pay If they were to combine and send papers a- he chooses to impose on himself. mong the laboring population of another

> Whatever claim may be set up, or maintained, to a right of free discussion swithin their own borders, of the institutions and laws of other communities, over which they that they have a right, unless it be obtained by compact or treaty, to carry on such discussion within those communities, either pers, particularly if it be in violation of their peculiar laws, and at the hazard of their peace and existence. The constitution of the United States provides, that "the citizens of each state shall be entitled to all the privileges and immunities of citizens in the Office Department. To effect this object, several States;" but this clause cannot confer on the citizens of one state, higher priviliges and immunities in another, than the citizens of the latter themselves possess. It is not easy, therefore, to perceive how the citizens of the Northern States can possess, or claim the privilege ses of their offices. Upon settlement of the of carrying on discussions within the Southern states, by the distribution of printed paforbidden to circulate by their own laws.

Neither does it appear that the United instrument contains evidences, that one object of the Southern States, in adopting it, and expended by the Government was to secure to themselves a more perfect count of the mail establishment. control over this interest, and cause it to be respected by the sister States. In the evercise, of their reserved rights, and for the purpose of protecting this interest, and ensuring the safety of their people, some of of the United States. Nor does it seem ossible that they can so, because they reotherwise. If these principles be sound, it will follow that the State laws on this subject, are within the scope of their jurisdiction, the supreme laws of the land, obligatory officers of the State, or functionaries of the General Government.

The constitution makes it the duty of the United States "to protect each of the States against each of the invasions; and, on aplication of the Legislature, or of the Executive, (when the Legislature cannot be convened,) against domestic violence." There is no quarter whence domestic violence is so much to be apprehended, in some of the States, as from the service population, ope rated upon by the mistaken or designing nen. It is to obvinte danger from this quarter, that many of the State laws, in relation to the circulation of incendiary papers, have seen enacted. Without claiming for the General Government, the power to pass laws prohibiting discussions of any sort, as a means of protecting States from domestic violence, it may safely be assumed, that the United States have no right, through their officers or departments, knowingly to be instrumental in producing, within the several States, the very mischiel which the constitution commands them to repress. It would be an extraordinary construction of the power of the general Government, to maintain that they are bound to afford the agency of their mails and post offices, to ounteract the laws of the States in the circulation of papers calculated to produce domestic violence; when it would at the same time be one of their most important constitutional duties to protect the States a-The position assumed by this Department

public necessities. It is universally considered that our states The experience of the undersigned has are united only for certain purposes There confirmed his prior impressions, that the are interests in relation to which they are Post Office Department requires re-organibelieved to be as independent of each other zition. The arrangement of the adminis as they were before the constitution was trative branch of the Department is not formed. The interest which the people of particularly objectionable; but the organiza-

It is not safe, because the entire nett roy

offered a contract for hauling a box contain Nor have the people of one state any enue of the Department, which now exing the mail, from depot to depot, daily, to more right to interfere with this subject in ceeds \$1,000,000 annually is by law, put the Baltimore and Washington Railroad another state, than have they to interfere at the disposition of the Postmaster Gener-Company, at \$100 per mile, which they with the internal regulations, rights of prop- al, subject to be paid over to his check, druft,

It is of doub ful constitutionality, because

without going into the Treasury, by eno deceived why the other departments may not be authorized to sustain themselves in a similar way; thus evading entirely the conhave no rightful control, few will maintain stitutional provision. The more safe construction would seem to be, that all moneys collected by the Government, whatever may be the mode, shall, in the legal acceptance orally, or by the distribution of printed pa- of the phrase, be paid into the Treasury, to be expended in conformity with the appro printions made by Congress.

There would be nothing impracticable, or seriously inconvenient in the application of this principle, to the revenue of the Post it is not necessary that the moneys be collected and deposited in banks, or any other designated place, or that the existing system of collection should be deranged. Almost a third of the gross revenue is absorbed in commissions to Postmasters, and the expenpostmuster's accounts, the sums thus expended, may be carried to the debit and credit pers, which the citizens of the latter are of the post office appropriation at the same time. The amounts received by contrac-

tors from postmasters, may be disposed of in States acquired, by the constitution, any a similar way. The result would be, that power whatsoever over this subject, except although the tressurer would have open aca right to prohibit the importation of slaves counts only, with the deposite bank of the after a certain date. On the contrary, that Post Office, his books would exhibit the whole amount received from the People,

Herewith is submitted a printed pamphlet, exhibiting the interior organization o. the Post Office Department, as it now exists, The most important improvement required the States have passed laws, prohibiting, tirely from the Post Office Department, and is to separate the settlement of accounts enculation of papers like these in question, ident, with the advice and consent of the within their respective territories. It has Senate, whose duties shall, in general cornever been alleged that these laws are in-compatible with the constitution and laws tant under the present organization.

The Postmaster General would then be possible that they can so, because they relate to a subject over which the United States cannot rightfully assume any control under that constitution, either by law or the funds of the Department should extend only under that constitution, either by law or to a superintendence over the rendition of accounts, to prescribing the manner in which postmasters shall pay over their balances, to making drafts for the collection and transfer of post office funds, to issuing alike on all persons, whether private citizens, warrants on the treasury for the purpose of paying balances reported to be due by the Auditor, and making advances in special cases. The remaining portion of his duties would be those of a ministerial character, now peformed upon his responsibility, modified by salutary restrictions upon his direc-

> There is another feature in which the present organization of the Post Office Department is defective and unsafe. It is believed to be a sound principle, that public officers who have an agency in originating accounts, should have none in their settlement, The War and Navy Departments, are in general organized upon this principle In the orders, contracts, and regulations, of the heads of those Departments, or their ministerial saford-nates, issued and made in conformity with law, accounts originate. The moneys are generally paid by another set of agents, but partially dependent on the heads of the Departments; and the accounts are finally settiled by a third set, who are wholly independent of them. If from any cause, an illegal expenditure bedirected by the head of a Department, it is the duty of the disbursing agent not to pay the money; and if he does pay it, it is the duty of the Auditors and Comptrollers to reject the item in the settlement of his account. But the Postmaster General practically unites these three functions, in his own per

son. He issues orders and makes contracts and regulations, producing the expenditure of money, settle the accounts, and pays the money. Although he is required to render a quarterly account to the Treasury, to be settled as other public accounts are, this requisition has long censed to constitute any practical check upon him, nor can it everbe otherwise under the existing system.

To enable him to exercise an effectual supervision over postmasters and contractors, a third Assistant should be given to the Department. These services have almost doubled since a second Assistant was added, and have been recently extended, making them too onerous to be performed by two Assistants, however distinguished for their industry and devotion to the service. Moreover, these duties are constantly increasing and will be greatly enlarged by the extension of mail service which is anticipated within the coming year. If the United States were, for this purpose, divided into three divisions, and an Assistant assigned to each, the stations would still be among the most laborious and responsible in the Government.

Three assistants, on the footing of Auditchief clerk on the footing of chief clerks other miscellaneous dutier, including the dead letter service; an agent to superintend